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Inland Transport Committee

Working Party on Inland Water Transport

Working Party on the Standardization of Technical and Safety Requirements in Inland Navigation

Fifty-third session
Geneva, 27-29 June 2018
Item 4 (c) of the provisional agenda
Standardization of technical and safety requirements in inland navigation: Recommendations on Harmonized Europe-Wide Technical Requirements for Inland Navigation Vessels (Resolution No. 61, revised)

Aligning of the Annex to Resolution No. 61, revised, with the European Standard laying down Technical Requirements for Inland Navigation Vessels (ES-TRIN) Edition 2017

Note by the secretariat

Mandate

1. This document is submitted in line with cluster 5: Inland Waterway Transport, paragraph 5.1 of the programme of work 2018-2019 (ECE/TRANS/SC.3/2017/24) adopted by the Inland Transport Committee at its eightieth session (20-23 February 2018).

2. It is recalled that the Working Party on Inland Water Transport (SC.3) at its sixtieth session had decided to align the Annex to Resolution No. 61 with the European Standard laying down Technical Requirements for Inland Navigation vessels (ES-TRIN) (ECE/TRANS/SC.3/203, para. 67) adopted by the European committee for drawing up common standards in the field of inland navigation (CESNI). On 6 July 2017, the European Committee for drawing up Standards in the field of Inland Navigation (CESNI) had adopted ES-TRIN Edition 2017, which replaced 2015 Edition (available at www.cesni.eu/documents/es-trin-2017/).

3. The present document continues the work initiated during the fifty-second session of SC.3/WP.3 (ECE/TRANS/SC.3/WP.3/2018/6) and reproduces the text of new and/or revised provisions from Parts I and II of ES-TRIN 2017. SC.3/WP.3 may wish to use this for further work on updating the Annex to Resolution No. 61.

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Annex

Proposal for updating of the Annex to Resolution No. 61, revised*

I. Proposal for updating Chapter 19, "Specific requirements applicable to historic vessels"

The present part reproduces the text of a new Chapter 24 (Special provisions applicable to traditional craft) of ES-TRIN 2017.

"Article 24.01

Application of Parts II and III

1. Traditional craft shall be built according to good shipbuilding practice in compliance with the technical conditions of the chosen historical period.

The state of the shipbuilding, fitting out and equipment of the traditional craft shall be at least in accordance with the national regulations of the Member State in which the traditional craft was originally operated at the historical date chosen.

2. All component parts, fitting out and equipment not included in the state of the shipbuilding, fitting out and equipment of the chosen time period shall meet all applicable provisions of Parts II and III of this Standard.

3. In the event of deviations from the currently applicable provisions of this Standard, the inspection body shall establish, as a balancing compensation, an equivalent level of safety in consideration of the traditional craft's technical functioning and also its visual impression. These deviations are only permissible where they are necessary due to the need to preserve the craft's historic character.

Article 24.02

Recognition and entry in the inland navigation vessel certificate

1. The recognition of a craft as a traditional craft requires

a) an initial inspection before an inland navigation vessel certificate is first issued or

b) a special inspection before issuing an amended inland vessel certificate following the conversion or the change of intended purpose of a craft to a traditional craft.

2. In addition to the regulatory documents required, the following documents shall be submitted to the inspection body with the application for inspection:

a) the expert report by an expert of a heritage conservation authority with corresponding expertise in the field, or by a traditional craft expert, issued in response to an inspection, which has been carried out not more than three months before the time of the application, certifying that the requirements of Article 24.01 (1) are met, that suitability for a use pursuant to Article 1.01 (1.29) is assumed and that the craft is correspondingly worthy of being preserved;

b) the operations concept;

c) a safety concept based on the operations concept pursuant to (b);

* Only new and/or revised paragraphs and articles of ES-TRIN are reproduced here.

d) the traditional craft's documentation, consisting of the following parts:

aa) details of the state of shipbuilding, fitting out and equipment of the craft presented for inspection, by means of relevant descriptions, drawings, photographs and other documentation;

bb) list of the requirements applicable at the chosen historical date and copies thereof as far as these are necessary for justification of deviations from the requirements of parts II and III of this Standard;

cc) proof that the state of shipbuilding, fitting out and equipment is appropriate to operate the craft as a traditional craft;

dd) drawings, plans, calculations and evidence pursuant to this Standard. These have to comply with the state applicable of the craft at the time of the submission of the application;

ee) list of deviations in the state of shipbuilding, fitting out and equipment pursuant to the details in (aa) from the requirements of this Standard applicable at the time of the submission of the application;

ff) data on the traditional craft's crew at the chosen historic time period.

3. The applicant applies for the historical date for the traditional craft, this date must not be chosen before the date when the craft was first put into service. In the case of a replica of a traditional craft, the historical date can be seen from the expert report in accordance with (2)(a).

4. On the basis of the above documentation and the inspection in accordance with (1), the inspection body assess conformity in accordance with Article 1.01(1.29) and Article 24.01 and the recognition as "traditional craft" is entered in item 2 of the inland navigation vessel certificate.

The assessment of conformity may not take place against the judgement of the traditional craft expert and against the expert report pursuant to (2)(a).

5. In addition to the entry 'traditional craft', the 'traditional craft' Annex shall be issued pursuant to the model of Annex 3, Section V. The following entry shall be entered in item 52 of the inland navigation vessel certificate:

'See Traditional Craft Annex.'

6. If non-conformities to the version of this Standard applicable at the time of submission of the application are detected in the documentation referred to in (2)(d)(ee), or during the inspection referred to in (1), then

a) only the crew or persons who are on official business on board can remain on the craft while under way, and

b) operation of machines or mechanically-driven equipment on board which are be easily accessible is permitted only if no one is on board, except the crew or persons who are on official business on board.

The following entry shall be entered in item 52 of the inland navigation vessel certificate.

'Persons other than the crew or persons who are on official business on board may only stay on board when the craft is securely moored and freely-accessible machines and mechanically- driven equipment are not in operation'.

Article 24.03

Other provisions and requirements

1. The inspection body shall determine, in accordance with the operations and safety concepts in accordance with Article 24.02(2)(b) and (c), as well as the state of the shipbuilding, fitting out and equipment of the traditional craft:

a) the minimum manning level and the crew's qualifications;

b) the permissible number of persons which may be reduced to the minimum manning level;

c) restrictive conditions for the stay of persons other than crew members on board;

d) the permissible load which may be reduced to 'zero';

e) the permissible area of operation;

f) the meteorological restrictions;

g) the nautical restrictions;

h) further restrictive conditions.

2. In the case of periodic inspections, the inspection body may modify the conditions in accordance with Article 24.03(1) and Article 24.01(3) on the basis of the further development of the technical regulations of this Standard. These modifications shall be entered in the traditional craft annex of the inland navigation vessel certificate."

II. Proposal for a new Chapter on special provisions applicable to craft equipped with propulsion or auxiliary systems operating on fuels with a flashpoint equal to or lower than 55° C

Document ECE/TRANS/SC.3/WP.3/2017/8 contains a draft new Chapter X[1] on "special provisions applicable to craft equipped with propulsion or auxiliary systems operating on fuels with a flashpoint equal to or lower than 55° C". This draft chapter is based on Chapter 30 of the ES-TRIN Edition 2015/1. Given that Article 30.04, in the ES-TRIN Edition 2017, is deleted and left void, it is proposed to remove section X-4 proposed in document ECE/TRANS/SC.3/WP.3/2017/8.

[1] *Note of the secretariat:* as there is no similar Chapter in the Annex to Resolution No. 61, revised, it is proposed to consider it as "Chapter X" and to number it when the structure of the Annex is revised.

III. Proposal for a new Appendix, "Navigation and information equipment"

Document ECE/TRANS/SC.3/WP.3/2017/15 contains a draft new Appendix, "Navigation and information equipment". This draft Appendix is based on Annex 5 of the ES-TRIN Edition 2015/1. Given that in the ES-TRIN Edition 2017, in Annex 5, the Article 3 of Section 1 has been amended, it is proposed to replace Article 3 proposed in document ECE/TRANS/SC.3/WP.3/2017/15 with:

"Article 3

Minimum requirements

1. Navigational radar installations shall meet the requirements of Directive 2014/53/EU.

2. Navigational radar installations shall also meet the requirements of the European Standard EN 302 194-1: 2006 Electromagnetic compatibility and Radio Spectrum Matters (ERM); Navigational radar used on inland waterways: Part 1: Technical characteristics and methods of measurement.

3. (2) above does not apply to Inland ECDIS equipment hardware operated in navigation mode in system configuration 2 or 3 in accordance with the Inland ECDIS standard, section 1 item 5.2 in conjunction with section 4 item 2.2.2 or 2.2.3 if a manufacturer's certificate of conformity is produced. This certificate of conformity must confirm that the hardware:

a) is designed and manufactured to withstand the typical stresses and environmental conditions prevailing aboard a vessel, without loss of quality or reliability and

b) does not interfere with the operation of other onboard communication and navigation equipment.

The first sentence does not apply to visual display units operated in navigation mode in system configuration 3 nor to hardware components used for providing radar information from the radar processor for display on the Inland ECDIS equipment screen."

A new appendix with two figures has been added to Section I of Annex 5. It could be added as well to the relevant Appendix in Resolution No. 61:

"**Figure 1**: Inland ECDIS equipment, standalone equipment connected to the radar equipment (system configuration 2)

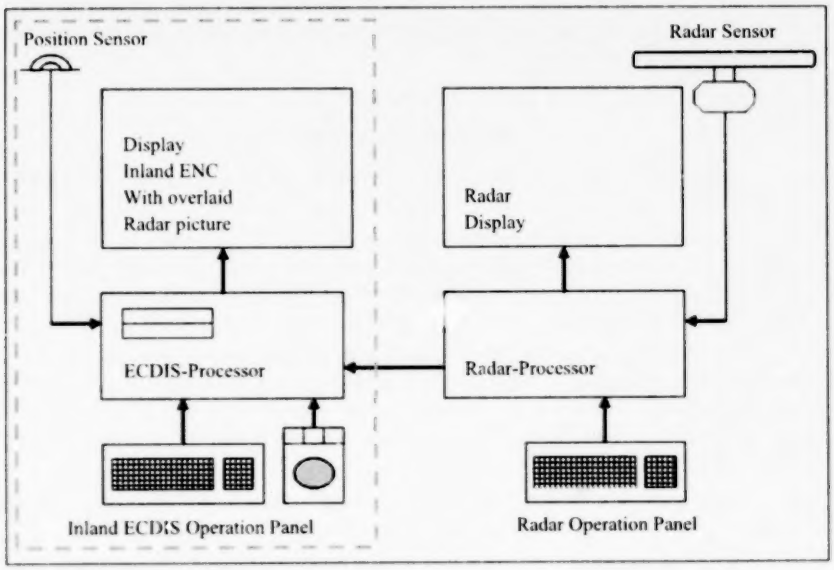
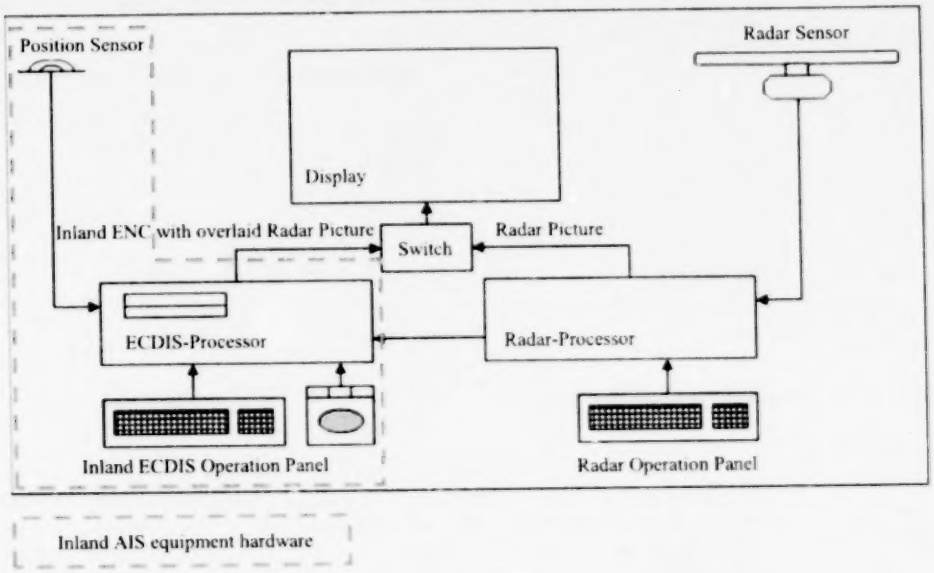


Figure 2: Inland ECDIS equipment, standalone equipment connected to the radar installation and shared monitor (system configuration 3)



"

In the ES-TRIN Edition 2017, in Annex 5, the Article 1 of Section III has been amended. Article 1 proposed in document ECE/TRANS/SC.3/WP.3/2017/15 could be replaced with:

"Article 1

General

1. Installation and performance tests of navigational radar installations and rate-of-turn indicator systems must take place according to the following provisions.

2. Only equipment with a type approval according to Section I Article 6 or Section II Article 1.05, or with a type approval recognised as equivalent shall be authorised for installation."

3. All that is permitted to be connected to the navigational radar installations are type-approved external sensors. External sensors connected to the navigational radar installation must be type- approved in accordance with the following maritime Standards:

Sensor	Minimum requirements in accordance with	
	Standard (IMO)	**ISO / IEC Standard**
GPS	MSC.112(73)[1]	IEC 61108-1: 2003
DGPS/DGLONASS	MSC.114(73)[2]	IEC 61108-4: 2004
Galileo	MSC.233(82)[3]	IEC 61108-3: 2010
Heading/GPS Compass	MSC.116(73)[4]	ISO 22090-3: 2014 Part 3: GNSS principles

4. If an Inland AIS equipment is connected to a navigational radar installation not fitted with an electronic inland navigation card for displaying AIS symbols, an approved compass must also be connected in order to comply with the requirement in Annex 5 Section I (2)."

In the ES-TRIN Edition 2017, in Annex 5, Section V, Article 1 and 2 have been renumbered 2 and 3, and a new Article 1 has been added. The same renumbering should apply for Section V, articles 1 and 2, proposed in document ECE/TRANS/SC.3/WP.3/2017/15. Article 1 should be added as follows:

"Article 1

Approval of tachographs

The tachographs must comply with the requirements of this section. Compliance is certified by an examination of type approval by a competent authority."

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[1] MSC.112(73) adopted on 1 December 2000- Revised Performance Standards for Shipborne Global Positioning System (GPS) Receiver Equipment.

[2] MSC.114(73) adopted on 1 December 2000 - Revised Performance Standards for Shipborne DGPS and DGLONASS Maritime Radio Beacon Receiver Equipment.

[3] MSC.233(82) adopted on 5 December 2006 - Performance Standards for Shipborne Galileo Receiver Equipment.

[4] MSC.116(73) adopted on 1 December 2000 - Performance Standards for marine transmitting heading devices (THDs).

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Standardization of technical and safety requirements in inland navigation: Recommendations on Harmonized Europe-Wide Technical Requirements for Inland Navigation Vessels (Resolution No. 61, revised)

Special provisions for passenger vessels: daily trip vessels not exceeding 24 metres in length and authorized to carry up to a maximum of 150 passengers*

Transmitted by the Confederation of European Maritime Technology Societies (CEMT)

I. Mandate

1. This document is submitted in line with cluster 5: Inland Waterway Transport, paragraph 5.1 of the programme of work 2018-2019 (ECE/TRANS/SC.3/2017/24) adopted by the Inland Transport Committee at its eightieth session (20-23 February 2018).

II. Note from the Confederation of European Maritime Technology Societies

2. UNECE Resolution 61, inspired by Directive 2006/87/EC, aims to implement the updates to the European Standard laying down Technical Requirements for Inland

* The present document is being issued without formal editing.

Navigation vessels (ES-TRIN) developed by the European Committee for drawing up Standards in the field of Inland Navigation (CESNI). Since its entry in force, Directive 2006/87/EC has proven inapplicable, in technical, practical and economic terms, to small passenger day-trip vessels, especially those made of fiberglass, which represent the majority of this type. The difficulties of application do not depend on the navigation area, nor on the country in which they operate, but only on technical reasons that then lead to the development of requirements suitable for this type of unit. The proof is in the fall of the new commands, starting from 30/12/2008. The few vessels built after this date have been realized thanks to substantial derogations granted by the authorities of the EU Member States. Ships built with the aforementioned exemptions are authorized for navigation only in the inland waterways of these countries; denying the principle which inspired the directive "allowing free movement of means on the inland waterways of the Member States". In countries where exceptions were not made, it was virtually impossible to build passenger ships in full compliance with Directive 2006/87/EC. In the European Union area there are at least 40 million pax/year transported by about 3000 small day-trip vessels, mainly built in fiberglass. In view of the 2016/1629 expansion at the pan-European level, we must consider even larger numbers (only in the Russian Federation there are 13 million pax/year and 1500 passenger ships). Since some classification bodies apply special requirements for passenger ships not exceeding 24 metres in length and allowed to carry up to a maximum of 150 passengers, Article 19 of the ES TRIN should also apply (ex-Article 15 of 2006/87/CE) foresees similar requirements. Drafting these requirements could be carried out by the CESNI temporary working group, which would begin its work in September 2018. At the same time, the Group of Volunteers could propose to the Working Party on Inland Navigation a series of requirements that make art. 15 of Resolution 61 effectively applicable to small day-trip vessels. Example article requirements are the amendments contained in the document CESNI / PT (16) 55 rev.1. Those presented by the CEMT are attached to this report.

III. Proposals of amendments to 2006/87/CE Directive for vessels not exceeding 24 m in length and authorised to carry up to a maximum of 150 passengers

Subject	*Ref. of article*	*Requirement of 2006/87/CE Directive*	*Proposals of amendments*
Vessels'hulls	Annex.2 Part II Chapt.15 art.15.02.1.a	Thickness of the outside plating of steel vessels' hulls	Annex 2 doesn't give any requirements for the construction of passengers' vessels with FRP or wood (fuel material) Nevertheless such a construction typology (hulls constructed with fuel materials), is widely used by middle sized ships, for sea navigations too It's proposed , by the way, that the strength of vessel's hull should comply with the rules of approved Classification societies
Intact stability	Annex.2 Part II Chapt.15 art.15.03.3.a 15.03.3.b 15.03.3.c	Righting lever curve	The righting lever curve shall not be applied , provided that the initial metacentric height shall be not less than 0,35 m, except in the lightship conditions for which a positive value can be accepted
Intact stability	Annex.2 Part II Chapt.15 art.15.03.3.e.(aa)	The heeling angle resulting from moments due passengers and wind , according to paragraphs 4 and 5, shall not exceed 12°	The heeling angle resulting from moments due passengers shall not exceed 10°,except for vessels not exceeding 20 mt: in this case the heeling angle can be not less of 15 ° with a freeboard not less than 200 mm for decked ships and not less than 300 mm for ships without deck
Intact stability	Annex.2 Part II Chapt.15 art.15.03.3.e.(bb)	The heeling angle resulting from moments due passengers and turning, according to paragraphs 4 and 6, shall not exceed 12°	The heeling angle resulting from moments due turning shall not exceed 10°,and shall be calculated according to the following formula : Mr = 0,2 V2 Δ/Ls (KG - T/2)
Intact stability	Annex.2 Part II Chapt.15 art.15.03.3.f	For a heeling moment resulting from moments due to passengers, wind and turning the residual freeboard shall be not less than 200 mm	For a heeling moment resulting from moments due passengers or turning , the residual freeboard shall be not less than 200 mm It has to be pointed that such requirement is penalizing compared to the sea navigation ones

Intact stability	Annex.2 Part II Chapt.15 art.15.03.3.g	For a heeling moment resulting from moments due to passengers, wind and turning (according the previous point f), the corresponding residual safety clearance shall be not less than 100 mm	For a heeling moment resulting from moments due passengers or turning , the residual safety clearance shall be not less than 100 mm It has to be pointed that such requirement is penalizing compared to the sea navigation ones
Damaged stability	Annex.2 Part II Chapt.15 from art.15.03.7 to art .15.03.13	Requirements to prove the damaged stability	A derogation from article 15.03.par.9 (damaged stability) is requested for passenger vessels not exceeding 24 m in length and authorised to carry up to a maximum of 150 passengers , provided that shall be proven the following points: a) Vessel that is not classified as " high speed vessel"; b) Vessel cruising within one hour from safe anchorage or harbour
Safety clearance and freeboard	Annex.2, Part II, Chapt 15, art. 15.04	1) The safety clearance shall be at least equal to the sum of : a) the additional lateral immersion , which , measured on the outside plating, is produced by the permissible heeling angle according to art. 15.03(3)(e) and b) the residual safety clearance according to art. 15.03(3)(g) For vessels without a bulkheaddeck, the safety clearance shall be at least 500 mm 2) The freeboard shall be at least equal to the sum of: a) the additional lateral immersionwhich measured on the outside plating, is produced by the heeling angle according to art. 15.03(3)(e) and	1) The safety clearance shall be at least equal to the sum of : a) the additional lateral immersion , which , measured on the outside plating, is produced by the heeling angle due to passengers or turning and b) the residual safety clearance , that shall be at least of 100 mm, for a heeling moment resulting from moments due passengers or turning For vessels without a bulkhead deck , the safety clearance shall be at least 500 mm 2) The freeboard shall be at least equal to the sum of: a) the additional lateral immersion , which , measured on the outside plating, is produced by the heeling angle due to passengers or turning and

		b) the residual freeboard according to art. 15.03(3) (f)	b) the residual safety freeboard , that shall be at least of 200 mm, for a heeling moment resulting from moments due passengers or turning
		However the freeboard shall be at least 300 m	However the freeboard shall be in any case at least 300 mm
Toilets available for passengers	All.2, Parte II, Chapt. 15, art 15.06.17	For passenger vessels, there shall be toilets available for passengers	In accordance with the vessel's dimensions the prescribed requirement is hardly applicable. Furthermore, considering that the navigation is within 30 min. from the coast, a derogation from this article (prescribing toilets available for passengers) is requested
Propulsion system	Annex.2 Part II Chapt.15 art.15.07	Vessels shall be equipped with a second independent propulsion system	Inland Navigation has done not far away from the coast, with a short duration and in tranquil water. That is why a second independent propulsion system it is not necessary
Second drive unit	Annex.2 Part II Chapt.6 art.6.02.1	Time to bring into use a second independent drive unit	According to art.6.02 , it shall be possible to bring a second independent drive unit , or manual drive, into use within five seconds if the steering apparatus drive unit fails or malfunctions
			A derogation from this article is requested, in such a way that it comes into use in time to guarantee the safety navigation
Muster areas	Annex.2 Part II Chapt.15 art.15.06.08 b) and art. 15.06.08 k)	Passengers muster areas	For passenger vessels not exceeding 24 m in length and authorised to carry up to a maximum of 150 passengers, in accordance with the vessel's dimensions the prescribed requirement of art.15.06.08 b) (each individual muster or evacuation area shall be larger than 10 mq and in any case the total area shall be calculated by assuming at least 50 per cent of the maximum permitted n. of passengers) can't be apply.
			It is proposed to consider as the folowing muster areas, the uncovered bow and stern areas , provided that they will be equipped with handrail, exit lattice gates on both sides, and two exit doors in the passenger cabin

Oily water and used oil drainage system*	Annex.2 Part II Chapt.8 art.8.08.09	Drainage system and pipe equipped with closing device that have been sealed in position by an inspection body.	The inspection body controls for the oily water pump out operations could create more difficulties during the vessel's service operations A derogation is requested, so the captain only proceeds with oily water pumping out operations in authorized dock stations This provided that a logbook for registering all the operations done (numbers and quantities) shall be held It is proposed to use the keys instead of splice. In such a way you don't need any inspection body and therefore no derogations to be asked for The oily water will be stored in specially provided hold (it may be OK also the engine room bilge) and pumped out in authorized docks' stations. This provided that a logbook for registering all the operations (numbers and quantities) shall be held
No derogation is requested **(see last column at right)**			
Ship's boat	Annex.2 Part II Chapt.10 art.10.04	Ship's boat equipment	Unworkable and exorbitant requirement, also considering the vessels's sizes and the total passengers carried up. That's why a derogation is requested In case of a good vessel's handiness, equipped with a camera in stern position, cruising within short distance from the coast, a derogation is requested, in order to not foresee such a ship's boat
Life - saving equipment	Annex.2 Part II Chapt.15 art.15.09.5	Number and typologies of life- saving equipment	For inland navigation the following criteria determine the consistency of life-saving equipment: • Passenger vessels not exceeding 24 m in length and authorised to carry up to a maximum of 150 passengers : individual life jackets for every passengers + life saving appliances for 100 per cent of the maximum permitted number of passengers • Passenger vessels exceeding 24 m in length and authorised to carry up more than 150 passengers: individual life jackets for every passengers + inflatable life rats for 100 per cent of the maximum permitted number of passengers If the vessel cruises within 30' from the coast, the life-saving equipment requested could be as follows: individual life jackets + 3 lifebuoys at least

* *Note*: Oily water are coming from from engines, generators…, that cannot be in any case evacuated at the sea. The bilge non-oily water, coming from other compartments, can be drained also by singles pumps and evacuated at the sea.

Fire protection	Annex 2 Part II Chapt 15 art.15.11	Fire protection of materials and components	The fire protection of materials and component as per art. 15.11, concerns hulls made of steel or of another equivalent material (in terms of fire resistance) Clear requirements have not been foreseen for combustible materials (fiberglass or wood hulls). Nevertheless there are a large number of small to middle-size passenger vessels in inland waterways short range cruising A derogation is requested, referring to the rules in force and adopted by the approved classification societies , whose technical requirements have been always used for sea and inland navigations passenger vessels